Among the tributes paid by literature to the Prince Consort's memory, that which is found in Blackwood's Magazine for February, has given such gratificantion to the Queen, that she has ordered a number of copies to be printed separately. The article is, as to style and expression, peculiarly excellent and refined to a degree, at the same time it is instilled with the elequence of the genuine emotion of a heart stirred in its sympathies to the very depths. The following lines are appended to the prose article. They present, in their peculiar measure of alternate dual and triplet stanzas, followed by the refrain, "God Save the Queen," a literary curiosity. The lines are entitled, " The Nation's Prayer ":

Lord God, on bended knee, Three kingdoms cry to thee, God save the Queen

God of all tenderness Lighten her load, and bless. Deep in her first distress-God save the Queen Grant her thy comfort, Lord

Husband, thy arm afford ;

Father, fulfill toy word, God east the Queen Thou hast given gladness long, Make her in so-row strong,

God save the Queen? Dry our dear lady's tears. Succour her lonely years, Safe through all woes and fears,

God keep the Queen ! Sweet from this sudden gloom, Bring thou life's perfect bloom-

God save the Queen ! Thou who hast sent the blow, Out of this cloud of woe-God save the Queen !

U. S. Iron Plated Gunboats.

The bureau of construction of the Navy Department have prepared plans and specifica-tions for the twent; iron-clad gunboats, in accordance with the bill passed some time since by the House, and en Friday by the Senate. Subjoined is a condensed description of one of

The length of the vessel on deck is to be two hundred and sixteen feet two inches; extreme breadth forty-eight feet; and depth of hold amid-ships thirteen feet eleven inches. The hull is to be built throughout of white oak, and copperfastened to within five feet of the top of the deck. The deck planks are to be of white oak, five and one-half inches thick and nine inches wide. On this deck there will be deck-lights, fitted with shutters to make them water-tight from below. and two conning houses (for guiding the ship,) one at each end, which are to be of wrought iron plates, round in form, of two feet diameter in width, and forty-six inches high, the sides to be six inches thick, composed of one thickness of four-inch and one of two-inch iron. The lid-of of the box is to be four inches thick. At ten inches below the bottom of this cover the sides are to be pierced with four tapering peep-holes, two inches in diameter on the outside and six inches on the inside; while three inches lower down there will be, in intermediate spaces, four other peep-holes. The armament of the vessel is to be contained

in two revolving 'Cole towers,' whose outside dis eter is to be twenty-one and one half feet, height somewhat over eight feet. The towers are to be composed of two thicknesses of wrought iron plates, securely bolted to a backing of oak ten inches thick, on vertical timbers. The outside plates to be three inches, and the inside two inches thick; and all plates and ap-

pendages to be of first quality wrought iron scrap, enpable of sustaining a tensile strain of 55,000 pounds per square inch.

Each tower will have one porthole cut in its sides for a gun. This hole is to be twenty-four inches wide and forty-one inches extreme height, top and bottom to be semi-circular. In the roof is to be a grating, composed of slabs of wrought iron six inches deep and one inch wide. Each tower rests on twelve wrought iron conical rollers, eighteen inches diameter, seven inches width of face, turned and polished, and with steel axies to work in a wrought iron circular railway secured to the deck at every eighteen inches of its cir-

On the outside of the tower, the base, to the height of twenty-six inches above the deck, is to be a glacis, or inclined plane, extending ten feet in every direction from the circumference of the tower itself, and composed of two plates, each one and a quarter inches thick, fastened on proper timbers. This glacis will protect the railway

on which the tower revolves with its machinery The sides of the vessel are to be plated with four and a quarter inch wrought iron plates, except for thirty feet from the stern and sternposts, where the plates are but three and threequarters, and nearer the bow three and a quarter inches thick. The deck is to be covered with ten thicknesses of rolled iron plates, each threequarters of an inch thick, and not less than fifteen feet long and three feet wide. The entire weight of iron plates needed for one of these vessels is estimated at 6,916 tons.

The motive power is to consist of two horizontal direct acting engines, to work two screw propellers, one under each counter of the vessel. The screw propellers are to be four-bladed, of ten feet diameter, and with a mean pitch of twelve feet six inches. The gratowers will each be worked by an oscillating engine. For ventilating the berth deck there are, besides these, to be four blowing engines and blowers.

Wonderful Feats of Horses.

story of a horse that run across a bridge 160 feet in length, the ties of which were three feet apart, and remarked that considering it was night the feat was wonderful. This is not the only instance on record of a

The Traceller of last week had a remarkable

similar dangerous undertaking. We give the following anecdote which President Dwight relates in the history of the town of Great Barring-

" A Mr. Van Rensselaer, a young gentleman from Albany, came one evening into an inn kept by a Mr. Root, just at the eastern end of the bridge. The inn-keeper, who knew him, asked him where he had crossed the river. He answer-ed, 'On the bridge.' Mr. Root replied, that it was impossible, because it had been raised that very day, and that not a plank had been laid on it. Mr. Van Rensselaer said that it could not be true, because his horse had come over without any difficulty or relactance; that the night was indeed so profoundly dark as to prevent him from seeing anything distinctly; but that it was incredible, if his horse could see sufficiently well to keep his footing anywhere, that he should not discern the danger, and impossible for him to pass over the bridge in that condition. Each went to bed dissatisfied, neither believing the story of the other. In the morning, Mr. Van Rensselaer went, at the solicitation of his host, to view the bridge, and, finding it a naked frame, gazed for a moment with astonishment, and

In the celebrated trial of Daily and Halligan, Northampton, in the year 18-, for the murder of Judge Spooner, the following fact was elicted: A Dr. --- was returning from visiting a pacient near the borders of Rhode Island, when he was suddenly intercepted by two men who approached him from either side of the road and demanded his money. The Doctor was mounted upon a powerful horse, who at the approach of the men, took immediate fright, and turned square around. The Dr., seeing the fright of his horse, abandoned the bridle and held on to the horse's mane. After riding for what he supposed a distance of six miles, he drew up before a tavern. The landlord inquired where he came from. He told him, when the landlord replied-"Impossible, for you are this side of the Blackstone River, and the bridge over the falls was carried away some days since, and but yesterday the main stringer only was carried across the stream." The Dr. insisted that his account was true. A party immediately set out from the tavern to test the truth, and lo and behold the horses hoofs were distinctly seen

on the single plank that spanned the stream.

A Rochester, N. Y., paper of a recent date records an occurrence almost similar, which proves this fact, that a horse thoroughly frightened will perform feats that under ordinary eireumstances no power could draw from him.

THE SUNDAY MARKET LAW .- The following bill passed the Legislature at the present session and was signed by Gov. Stanford 27th March. To-morrow it goes into operation. The act was with great unanimity petitioned for by the mar-ketmen and they will themselves see it enforced. We understand that the slaughterers hope that it will be construed to prohibit the sale of meat ons actuate them that moved the marketmen. Under the clauses that we italicise the law ap-

pears to give them Sunday as a day of rest: Sec. 1. It shall not be lawful for any marketplace, or stall for the sale of meats, game, vegetables or other market products in the city of San Francisco, to be kept open on the first day of the week, usually known as Sunday, ner shall my meats, game vegetables or other market products be sold on Sunday at any such stall or market, nor from carts, wagons, or otherwise, in said city and county of San Francisce.

Sec. 2. If any person who owns, keeps or attends any such stall or market, or vends such meats, game, vegetables or other market products own right, or as agent or servant for another, shall violate the provisions of this Act, he shall for every such offense be deemed guilty of a mis-demeanor, and shall be punished by a fine of \$50 for each and every offense, to be recovered as other fines for misdemeanor are now recoverable by law, and by imprisonment until such fine is

Sec. 2. All Acts inconsistent with the provisions of this Act are hereby repealed. Sec. 4. This Act shall take effect at the expiration of 15 days next after its passage .- S. F.

WHAT A CANNON-BALL DID .- The Boston Courier publishes a letter of a correspondent on board the United States steamer Massachusetts, off Ship Island, Oct. 26th, giving an account of the affair between that vessel and a Confederate steamer, in which the following extraordinary exploit of a rifled cannon-ball is chronicled: During the action I think we hit her four times, and I know she hit us once with a 68-pound rifle shell. The shell entered on our starboard quarter, just above the iron part of her hull; it came through the side angling aft (as we were a little abaft his beam when it struck us.) and took the deck in the passage-way, between two state-rooms, and completely cut off eighteen of the deck-planks, and then struck a beam, which canted it up a little, so that it took the steamheating pipes under our dining-table, cutting off five of them, and tearing our dining-table all to eces; then went through the state-room bulkhead and ceiling of the ship on the opposite side, and struck one of the outside timbers, and broke every outside plank abreast of it short off from the spar to the gun-deck; it then fell down upon the cabin-deck and exploded, knocking four state-rooms into one, breaking all the glass and crockery-ware, shattering the cabin very badly, breaking the furniture, and setting fire to the hip; but we had three streams of water upon the fire at very short notice, and put it out before it did any damage-keeping up our chase as though nothing had happened.

ENGLISH FLOUR MILL.-One of the most magnificent flour mills in the world is that at the royal dockyard in Plymouth, England. The building is 240 feet long and 70 feet in height. In the centre are two steam engines of 45 horse power, on each side 12 pairs of stones, each performing 123 revolutions in a minute, and grinding five bushels of grain per hour, so that when the mill is in full work, 120 bushels are ground in that time, and the flour is dressed by eight machines. The corn is laid on the upper floor, and then is conducted by spouts, first to screening machines, or cylindrical sieves, arranged somewhat like an archimedean screw. It is admitted at one end, and being cleaned of sand and dust in its passage, falls into a hopper, passing therefrom by spouts to the mill-stones. After flour is ground it requires to be purified from those parts which form the outer envelopes of the seed-the bran as it is called. The machines usually employed consist of a kind of cylinder made of wire cloth. The flour is passed into this, and is brushed through the meshes of the cloth by brushes. That which falls from the upper part of the cylinder is the fine flour, and from the succeeding parts, the seconds, thirds, etc., the bran leaving it last of all. The flour is sometimes driven through the meshes of the cloth by means of fans, which are made to revolve very rapidly, and thus blow it through. The wire cloth is extremely fine in its texture—there being in some specimens, more than 23,000 holes in a square inch.

Notice !

and Refining Company. HEREBY GIVE PUBLIC NOTICE, IN accordance with the provisions of the Charter of Incorpo-ration, granted by the Minister of the Interior, to the Honolulu Sugar Manufacturing and Refining Company, on the 18th day of April inst., that the third clause of said Charter reads as

of April inst., that the third cause of said Charter reads as follows, viz.:

"All the property of the Corporation shall at all times be liable for the just de its thereof, but no stockholder shall be individually liable for the decits of the corporation, beyond the amount that may be due upon the share or shares held by him."

And that at a meeting of the stockholders of said Corporation, held on the same day, the following persons were elected President and Secretary for the first year, viz: arg for the first year, via.

President, Samuel N. Castle,
Secretary, L. Bartlett,
L. Bartlett, Secretary,
509-41

Honolulu, April 22, 1862.

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THE LEADERS OF THE REBELLION. - The New York Times, in an article on the report that the war may be settled very soon by proclaiming a general am-

nesty, thus refers to the way we should deal with the That the President will offer amnesty to the leaders of this rebellion-to the men who have plotted and planned it, or to the equally culpable traitors who have forsworn their allegiance to the Constitution, from their shambles on Sunday. The same rea- and put themselves at the head of the armies arrayed against it, we do not believe. There is nothing to be gained by such an offer, and it would shock every sentiment of natural justice, and act as a direct encouragement to treason hereafter. The great mistake in the settlement of the nullification contest of 1832, was that not one of the leading conspirators suffered punishment. If John C. Calhoun had been hung. we should have heard nothing more of rebellion But the mistaken lenity of that day paved the way for a renewal of the conspiracy now. That mistake ought not to be repeated. It is not to be supposed that all who, in this rebellion, have been guilty of treason, can suffer the punishment due to their crime

No Government can in such a case ever deal with men according to their deserts. But it is important that this gigantic crime should from earts, wagons or otherwise, either in his not go unpunished. It would be a scandal and disgrace if men could thus bring a great nation to the verge of ruin, -- sacrifice thousands of lives, make ten thousand hearth stones desolate, exhaust millions upon millions of treasure, and yet escape punishment at the hands of the people against whom their crime has been directed. The leaders in this rebelnon-enough from every State to make a terrible and telling example-must suffer the penalty due to treason. While the impulse of mere vindictiveness should have no part in the action of the Government, justice, patriotism, regard for the future welfare of the Nation, demand, that the men who have placed themselves at the head of this conspiracy, should pay the penalty with their lives. Public sentiment—the just and hely indignation of loyal men-will exact this at the hands of the Government.

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